אידוף פויאן כויאואאי אדגי זא וצפה

No Place in Greater New York Where the Cyrling Conditions Are More Congested -Polo on Wheels Becoming Popular in England For Better Roads in Ridgewood With all the crowding on Fifth avenue and the rush at the Park circle, where Fifty-ninth street crosses Eighth avenue, there is no place in the greater city where the cycling conditions are more congested than the spot at the tayard exit of Prospect Park, which is popularly known as "The Rest." Every clear day riders swarm to this spot, riding on the outside of the park. On Sundays, holidays and bright Saturday afternoons the crush is so great that about half the riders prefer to dismount rather than attempt to ride through the growd and over the four-foot stone slab that leads from the sidewalk to the open plaza seross which it is necessary to go to reach the excle path. This place is a natural halting point and resting spot for eyelists on the way to Coney Island. There is a drinking fountain and benches and racks to accommodate 100 wheels. The size of the crowd there on special days is such that the racks hold less than half the cycles of those standing about and sitting. The confusion is increased by a number of riders who are always dismounting or starting. Collisions on a Sunday afternoon occur there at the rate of a dozen ar hour until dark, five or six riders frequently being involved in a tangle and spill. Hundreds of wheels have been damaged at "The Rest." and many riders hurt. The only reason why serious accidents do not happen is that every one passing travels at a slow pace. The jam is such that they cannot do otherwise. am is such that they build a dangerous condi-fless uncomfortable and dangerous condi-lions could be greatly improved by a simple nei-of the Park Department. There is on the west side of the flagging that leads to the plaza four feet of space over to the pearest tree. At of the Park Department. There is on the west side of the flagging that leads to the blaza four feet of space over to the nearest tree. At present this is filled with trodden dirt. Grass cannot be kept growing there, and it is an unsightly plot of ground that could be wisely utilized in widening the exit to the plaza. There are two feet on the east side of the flagging that could be similarly used, and with this extra space hundreds of plaza and side path on the dirt path on the east side would be able to keep in a straight line and avoid the tangles that occur is greatly needed, and which would cost almost because of the slight turn. This improvement is greatly needed, and which would cost almost nothing to make. It would not entirely do away with the overcrowding and confusion in front of the racks, but it would help immensely. All the crowding will be stopped when the old dirt roadbed of Fort Hundlion avenue, which is just the way the Indians left it, is macadamized, as it has long been promised it would be. Even if the road out he broken stone for a couple of hundred feet so as to be ridable it would permit eyeles to pass The Rest' before striking the side path, and relieve the congestion in front of the benches, where it is a regular thing for persons to sit and watch for smash-ups.

Bierele pole has taken a strong held on the

benenes, where it is a regular thing for persons to sit and watch for smash-ups.

Bicycle pole has taken a strong held on the fancy of the English cycling public, and for this condition of affairs, four Americans are largely responsible. They comprise the team that nearly two years ago gave interesting exhibitions at uptown academics and subsequently went to London after having filled an; engagement at Hammerstein's roof garden. Their names—C. B. Brady, M. J. Murphy, J. R. Hazelton and E. V. Hannegan—are well known to local riders. They went to the Crystal Palace, London, and gave exhibitions that became the theme of lengthy articles in the papers and aroused the general interest of the riding public. Their engagement was lengthened from two to cight months and their net was starred on the bills. Subsequently they made a "hit" at Paris and are now back in London at the Empire Music Hall, with future engagements booked at St. Fetersburg and other Continental cities and in South Africa. Reports indicate that in playing the game without sticks or mallets this quartet has developed a Droffelency unknown when they were here, and may properly be accredited with introducing a new sport to English cyclists. The experts soon the ball while it is in the air by lifting either the front or rear wheel of the cycle stop short and turn about in the length of the bicycle when going at full sneed and perform many extraordinary feats in the course of their play. Baseballs painted white are used. The Prince of Wales has commended the sport and it has grown into a popularity on the other side that it has yet to achieve here.

The I. A. W. cycling tour of Europe has started from Southampton, the party, under the charge of F. A. Elwell, having arrived there safely last week. The tour will go through England and France and the Cyclists Touring Club of England and the Touring Club de France will assist in making the trip pleasant for those who are on the four. The party is composed of League members from New York, Maine, Rhode Island, Massachusetts, Michigan and Pennsylvania.

A new facility for cyclists who are partial A new tacinty for cyclins who are partial to the fine roads of Long Island is promised by the Brooklyn Elevated road, which has ust combleted its connection with the surface tracks of the Long Island Railroad at Fiatbush and Atlantia avenues. The clevated will run express trains to Jamaica and wheels will be carried in the smoking cars. This will enable ridors, at a very siight expense, to save themselves twelve niles of ridors through the city and spare their time and energies for more extended trips in the strictly rural districts. The accommodation will be a boon also for the excursionists who go too far and arrive at Jamaica late and tired. The trains from there will take them direct to New York or to the bridge.

The racing men who were at Fountain Ferry have nearly all moved to Washington to complete their training. They will come from there in a bunch to ride at Ambross Fars next Saturday. Those at the capital include Orlando Stevens, Cooper, Bald, Kiser, Freeman, McFarland, Mertens and Downing.

The following communication touches upon a grievance of long standing with cyclists and the cause of many complaints: To rus Enrous or The Sun-Sir: The practice of caband hanson men driving abreast at a slow pace, while they are having a confidential chat, is dangerous to wheelmen, because, taking up one side of the street or avenue, they compel up and down vehicles to pass in a narraw space-too close for afety. This is especially the case on Fifth avenue, where wheelmen are delayed for several blocks seeking a safe passage.

The wides of the control of the case of the case

The rules of the road provide against any drivers blocking a thoroughfare unnecessarily, but few cyclists will take the trouble to cause an arrest and press a complaint. In the borough of the Bronx a couple of cases occurred recently in which drivers were arrested and fined because they did not turn out to the right and let who elmen was them on the left on the asphalt strips laid next to the yar rails. NOTES.

MOTES.

An unusual although commendable object in the formation of a club is that declared by the Linden Wieelmen of Brooklyn, who have organized for the cole purpose of obtaining better streets and roads in that section known as Robsewood. Highway improvement is greatly needed in that district. The officers of the Linan Wheelmen are: Fred Kulin, Fresident; G. X. Mathels, Vice President; John Schick, Secretary, John Neufield, Treasurer; John Loeffler, Captain, Kmil Wachter, Lieutenant, Crelist living in the vicinity of Euclid avenue, Brooklen, have organized the Euclid Wheelmen with the following officers: F. Keilhan, Fresident; J. Westlake, Secretary, J. E. Paltier, Treasurer, George Sawyer, Captain, Harry Newton, Color Bearer; A. Westlake, Ita, Teny, I. briver, A. Rothechid and J. Finch, Executive Committee. Finch Friendite Committee.

A large delegation of the Century Wheelmen will viat Philadelphia on Decoration Day as guests of the League yieling Chib of that city. These two chibs have exchained annual visits for some years past, the league Cycling Chib wisting New York as the guests of the Century Wheelmen on Labor Day.

The contary Wheelmen of New York have organized as the expectation of the contary wheelmen of New York have organized as 1980 meet club? For the benefit of attachments who desire to visit the National L. A. W. micet in Boston next August. Matthew Cibb. G. Kraemer and M. Appel compose a committee to arrange details of transportation, accommodation and substitution. substainment.
The Beard of Governors of the Harlem Wheelmen on Fisher might unanimously massed a resolution to Base an application for member-bland in the N.C.A. At a period meeting of the club on the same night the constitution was so amended as to strike out all reference to the L.A. W.

deckey Reiff Going to England.

San Phancisco, May 13 -- Tod Sloan will soon have a dangerous rival in England. Little Reiff, the smallest jockey on the American turf, who can ride at sixty pounds, will be seen on Brit-ish tracks in a few weeks, where he will ride for Duke & Wishard. These horsemen will ship the following horses to morrow: Standan, Mary Black, Joe Ulman, Albar, Pani toiking and Cansola. While not high-class horses, they are expected to win some races abroad.

Maher and Morrissey Matched.

Mike Morrissey, the Irish puzilist, who is now in this country for the purpose of making a name in heavyweight division, was matched yesterday ranon to meet Peter Miker before the Lenor A. on June 20. The managers of both men, lafter on June 20. The managers of both men, latter wing a mutual understanding on Friday north, med the Sturtevant House resterday afternoon and the Sturtevant House resterday afternoon and the sture of the gate receipts and a side bot. It is at first princed to have M r lasery that against Tom Harries, but as the latter is to we for San Francisco tonight in company with twe for San Francisco tonight in company with the result of the standard of th Sportsman's Goods.

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The balance of those fine imitation covert cloth bicycle suits will be closed out Monday and Tuesday. They are stylish. \$1.98 handsome goods and worth at least double our price. A BICYCLE AUIT of genuine tan covert cloth, clegantly inforced, superbly cut and finished, double all sewed, strap scame, buttonel pockets and deep facing; really a \$10 suit. \$5.50 for

BASEBALI, UNIFORM of good, strong material in several colors, cut and tailored thoroughly, complete with laced or buttoned shirt, radded or light pants, cap is Beston or Chicago \$2.50 style, two buckle web belt and stockings

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The Modoc Camera Success of last week has prompted us to repeat the offer which caused such a commotion in camera circles. Of course, it's no wonder that the public jumped at the opportunity of getting a magazine camera which takes four plates at one loading, is so simple the a child can use it, and is finished in seal leatherstie and nicke trimmings, which could not, in fact, be made for three time our price, but we are prepared this time to serve all who come Monday and Tuesday, for this \$5.50 Camera and in-THE CYCLONE CYCLE CAMERA, 4x5, with achromatic Gundlach lens THE KOMBI CAMERA

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New York University Defeats Lafayette in

Yesterlay afternoon the New York University rack team overwhelmingly defeated the Lafayette college team before a comparatively small crowd at Ohio Field. The rain interfered materially with good performances. The Lafayetto men were out-classed and allowed N. Y. U. to gain a commanding lead at the start. The feature of the performance of both teams was the fine all around work of E. S. Ely of Lafayette. He scored nineteen points by

of both teams was the fine all-around work of E. S. Ely of Lafayette. He scored nineteen points by winning three firsts, a second and a third. For N. Y. U. the best work was that of Samuel Jones and O. J. A. Grassi. The summary:

10. Yard Dash—Won by F. C. Simons, N. Y. U.; Arthur Denchneld, N. Y. U., second; E. S. Ely, Lafayette, third. Time, 11 seconds.

120. Yard Hurslie—Won by Benjamin Barringer, N. Y. U.; A. D. Chiday, Lafayette, seconds:

120. Yard Hurslie—Won by O. J. A. Grassi, N. Y. U.; R. J. Reese, N. Y. U., second; W. F. Schmid, Lafayette, third. Time, 53.2.5 seconds, equalling the N. Y. U. record.

One-Mile Run—Won by Siegfried Barron, N. Y. U.; Caleb Hyatt, N. Y. U., second; W. P. Banning, N. Y. U., third. Time, 53.2.5 seconds, equalling the N. Y. U. second; W. P. Banning, N. Y. U.; William Young, N. Y. U., second; F. A. Cary, third. Time, 12.2.5 seconds.

220. Yard Bun—Won by E. S. Ely. Lafayette: Arthur Denchneld, N. Y. U., second; F. U., Simons, N. Y. U., third. Time, 24.1-5 seconds.

Half Mile Run—Won by C. S. Ely. Lafayette: Arthur Denchneld, N. Y. U., second; E. A. Cary, third. Time, 14.1 second; M. R. McD-rmott, dead heat for second place. Time, 2 minutes 10 seconds.

Putting the Shot-Won by E. S. Ely. Lafayette, with 33 feet 5 inches: L. F. Hobbs, N. Y. U., second; Pole Vault—F. C. Macdonaid, N. Y. U., and W. A. Young, N. Y. U. is at 9 feet; H. Rutter, Lafayette, and F. W. Weaver, Lafayette; tie at 8 feet 9 inches. Running High Jump—S. S. Jones, N. Y. U., and F. J. Beicher, N. Y. U., the at 5 feet 4 inches; O. J. A. Grassi, N. Y. U., third. Thowing the Hammer—Won by F. S. Ely, Lafayette, and F. W. Weaver, Lafayette; tie at 8 feet 9 inches. Running High Jump—S. S. Jones, N. Y. U., and F. J. Beicher, N. Y. U., the at 5 feet 4 inches; O. J. A. Grassi, N. Y. U., third. Thowing the Hammer—Won by F. S. Ely, Lafayette, and F. W. Weaver, Lafayette; tie at 8 feet 9 inches. N. Y. U., second: H. H. Fernaid, N. Y. U., third. Thowing the Hammer—Won by S. S. Sones, N. Y. U., and F. J. Beicher, N. Y. U.,

Firsts. Seconds. Thirds. Points.

With a total of 43 points, Cutler School carried of the honors at the third annual junior open inter scholastic games held at Columbia Oval yesterday morning. The programme comprised ten events. The feature was the one-mile bleycle race. E. Dalley, (utler, won after a hard race with R. I. Hurry, has schoolmants. Simmary.

Half Mile Bleycle Race—Won by R. Dalley, Ceiler, O. McClave, Trimity, second; R. I. Hurry, Cutler, third; H. Davis, Cutler, fourth. Time, I minute 35

you is.
One-Mile Bicycle Race-Won by E. Dalley, Cutler;
C. Hurry, Cutler, second; C. Richards, Columbia
rammar, third; R. Mills, Barnard, fourth. Time,
mentics I seconds.
440-Yard Run-Won by M. F. La Riche, Cutler;
T. Ellingwood, Trint; second; T. Milbank, Trinthird; Ehrd, K. Hudson, Cutler, fourth. Time, i mintt. Chroi, K. Hudaon, Culter, fourth. Fine. I min.

1 e 2 i sec mis.

Putting the a Found Shot-Won by I. W. Ritter.

Dr. sler, with 43 feet 3 inches: L. Burchard, Dwight,

escond C. Richards, C. Jombia Grammar, third,

P. Duisheimer, C. Jombia Grammar, fourth,

880-Yard Run-Won by L. M. Edgell, Culter, R.

Hudson, Culter, second. S. De Forest, Culter, third;

A. O'Brien, Columbia Grammar, fourth. Time, 3

minutes.

minutes. Road Jump-Wen by E. N. Woodend, Running Broad Jump-Wen by E. N. Woodend, Trinity, with his feet 2-a inches: J. McDonall, harnard, second; H. M. Kleus, Trinity, third; K. Hudsen, Cutler, Courth. Terry McGovern, the Brooklyn featherweight, has arranged a match with Billy Barrett, who beat Patsy Halay on Friday. Alt.cles have been aigned for a twenty-round bout at the Broadway A. C. on June v. The battle will be at 118 pounds.

can be ridden by the most fastidious person, with full assurance that there is nothing "cheap looking" or "shoddy" about them.

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Racing at Louisville. Louisvitte, May 13.—The Frank Fohr Stakes, the feature of the day, was won by Batten, the third indice, in a driving finish with Brigade and Isaney, the even money favorite. The other principal race, the Gentlemen's Cup, was won by Bin Jour, ridden by Mr. Reynolds, a well-known college man. Summario: First Race Seven furlongs Garrabiant, so (Dugan), 5 to 2, won; Zufalbg 109 Cullet, 4 to 1, second, Becky Ban, 87 (Carter, 5 to 2, third. Time, 1:35.

Becomd Race—Nine states of a mile—Barney F, 104 (Turner, 8 to 5, won, King Pavis, 104 (Dugan, 1040 1, second Jucons, 104 (Crowhurst, 12 to 1, third, Time, 155.

Third Race—Gentlemen's Cup: one mile—Bon John, 147 Ed Reynolds), even, won, Bellancy, 147 (Howard Orland, coupled with Discipline, a to 1, second: Discipline, 154 (E. C. Arnold), third. Time, 1551. account Discipline, 154 (E. C. Arnoldo, third. Time. 1531

Fourth Race—Frank Febr States: one mile—Batten, 104 (IIII), 3 to 1, wone Brigade, 88 Carter 8 to 1, second, Laber, 100 (Boauchamp, even, third. Time, 3 4554.

Firth Race—Feur furiougs—Pride of the Barn, 105 (Coniey, 1 to 2, won. Frang Wyn, 105 (Kuhn, 7 to 1, second: Lignite, 105 (Beauchamp), 7 to 1, third. Time, 0.52.

Sixth Race—Seven furiougs—High Jinks, 113 (Aker, 4 to 5, won; Hanton, 103 (Beauchamp), 10 to 1, second; Winter, 90 (Houch), 7 to 1, third. Time, 11324s. Sportsman's Goods.

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For four years we have sold and recommended the "Sterling" as the standard bicycle. In all that time we have never had one come back, nor have we been asked to replace this wheel with another,

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Tandems, \$18, \$25 and \$35. Bells, 16c.: Han
dle Birs, 60c.; Thee, 75c., \$1, \$1, \$2, \$1, 50 each,
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you want to get the best enjoyment out of your wheel get the best possible tires. Better a cheaper grade wheel with good tires than the best wheel with poor

The poorer bearings on the cheaper wheel might use up two or three per cent, more power. The poorer tires will certainly use up ten or fifteen per cent, and will make the better wheel run worse than the poorer one. This is because the poor tire is made of heavy fabric stiffened with rubber filled with mineral compounds. It cannot be made pliable because that would mean pure rubber, and rubber is expensive. It cannot fit itself to the rough places in the road so quickly and so wastes power.

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